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WINCHESTER REPEATING RIFLES.

FIRING TWO SHOTS A SECOND, AS A REPEATER, AND TWENTY SHOTS A MINUTE AS A SINGLE BREACH-LOADER.

These powerful weapons, carrying eighteen charges, which can be fired in nine seconds, are now ready for the market, and are for sale by all the responsible Dealers throughout the country. For full information send for circulars and pamphlets to the
WINCHESTER REPEATING ARMS CO.,
New Haven, Conn.
Sept 18 32-3m

MARRIAGE GUIDE.

BEING A PRIVATE INSTRUCTOR FOR married persons or those about to be married, in the English language, by W. M. YOUNG, M. D. This is a really a valuable and interesting work. It is written in plain language for the general reader, and is illustrated by numerous Engravings. All young married people, or those contemplating marriage, and having the least inclination to married life, should read this book. It discloses secrets that every one should be acquainted with; still it is a book that must be kept up and read in the privacy of the home. It is sent to any address on receipt of 50 cents. Address, Dr. W. M. YOUNG, No. 416 Spruce street, above Fourth, Philadelphia.
July 8 21-17

NOTICE.

HAVING RE-EMERGED THE TIMBER INSPECTOR, I would be glad to work for all my old friends. I will continue to sell, free of commissions for all who may favor me. My patronage is solicited. My office is at the PRODUCE will receive prompt personal attention.
W. M. MONROE,
Wilmington, N. C., Sept. 4th, 1868.
32-3m

NEW GARDEN NURSERY.

J. LINDLEY & SON, who have their headquarters to the public for past favors. It is needless to say how much their fruits are well known throughout the State and many parts of the South, and have sustained the highest reputation for the last thirty years. They have now on hand 35,000 FRUIT TREES, VINES, &c., for sale at the present season. Their prices are low and their quality is guaranteed. Their nursery is situated on the road between the city and the country, and is well adapted for the purpose. Address, J. LINDLEY & SON, Greensboro, N. C.
Nov 13 40-3c

Mary Jane and the Grecian Bend.

Yuba Dam, the may correspondent of the Louisville Courier, writes:
"Mary Jane has got it, that fashionable curve of the neck called the 'Grecian bend.' She caught it at Saratoga, where she had been on exhibition during the season. She has several large trunks full of second-hand clothing—i. e., garments which she had worn once.
"As I was once passing dry goods store on Fourth street, Mary Jane was coming out of the door. She was pitching forward at such a rate that I thought she was about to fall into my arms. I held out those implements of industry accordingly. She didn't fall worth a cent. Regarding not the example set by our first parents she submitted her curatorial form, and placing the tip of a gloved forefinger on my outstretched palm, she said, in the fashionable drawl of Fifth Avenue.
"Aw, Yuba, is it you? Delighted."
She picked up that infernal accent and language at Saratoga also.
"Mary Jane has got it, this is an unexpected pleasure. (Grabbing both the little hands and rolling them up together.) I was not looking for you for some weeks. You are ill. I am sorry. Shall I assist you to your carriage?"
She looked something like the half of a parenthesis, but more like an interrogation point. I was certain that she had been eating unripe fruit, and was suffering from cramp colic, and wondered why she did not go home and take something. But she said:
"Never was better in my life. I was fawed to have that sweet place, because I had absolutely nothing to wear."
"Nothing to wear? Why, what has become of all your clothes? Did you have a fire, or did you exchange them for flower vases and plaster Paris statuettes of the Apostles?"
"How stupid! I had worn all my dresses and I had worn the style to appear in the same apparel twice."
"Confound the style! But I am glad you have come home, if you did come almost naked, and so changed that it is difficult to realize that it is you. You are among friends now, and I hope you will shortly recover your speech and figure."

Educate Yourself.

The New York Sun is urging workingmen to cultivate the intellect, and become intelligent and well informed as any other members of society.

"It is surprising," says the editor, "how much may be obtained by devoting a few hours each day to study, during a series of years. Gibbon produced his great work rather by the regularity than the prodigious nature of his daily studies. Franklin became the wisest and one of the best of his contemporaries in the midst of incessant labor. And if the workman, with his healthful mind so well prepared for the reception of knowledge, will give two hours each day to careful study, he may, in a few years, surpass in general information the great majority of college graduates, who so often obtain a diploma without deserving it, or who have laid aside their learning the moment they left their preceptors. He may elevate his own intellect by coming into communion with the eminent intellects of the past."

The ex-King of Portugal.

The ex-King of Portugal, Ferdinand Augustus Francis, who is mentioned in connection with the Spanish throne, was born Dec. 29th of 1818, at Oporto. He married Donna Maria de Gloria the Second, Queen of Portugal, on the 9th of April, 1836. He renounced the title of king on the 16th of September, 1857, and was appointed regent of the kingdom pending the minority of his son. The ex-king lives as a private gentleman in Naples.
The Duke of Nassau recently invaded one million dollars in United States bonds. General Hood is doing a good business as a general merchant in New Orleans.

STOCKHOLDERS' MEETING.

The thirty-third annual meeting of the Stockholders of the Wilmington and Weldon Railroad was held in the Court House of this city, on Wednesday the 11th inst.

We have already given a very full report of the proceedings of the meeting. Below we give in full the Report of the President presented to, and accepted by, the Stockholders.

The President's report says:
Gross receipts, \$59,169.61
Ordinary operating expenses, 238,465.29
Net income, 207,094.32
There has been an increase from
freights, 51,200.00

If there had been good crops and good prices, the receipts would have been larger. The remainder of the net income, after payment of interest on debt, has been expended for new iron, rebuilding the bridges over the Neuse and North East rivers, and other necessary improvements.
This policy of rebuilding and improving the Road has been adopted, because a Road in good repair can be operated at less expense than one in bad repair.
Old debt in sterling, 706,694.00
Sale of new bonds, 207,094.32
Funded debt, \$1,474,064.80
which has been expended in rebuilding and equipping the Road.

Since the war the Road has been supplied with new station and water houses, new cross-ties, trestles and bridges, except at Tar River and Fishing Creek, eight new locomotives, and five rebuilt, two hundred and fifty cars additional, four thousand eight hundred and fifty tons of new rail, and a large number of old rails repaired; and new chairs to such parts of the Road as had never had any.

A large sum has been expended in draining the road bed, which is more thoroughly drained than ever before. Old ditches have been cleaned out and new ones cut. The capacity for transportation has been greatly increased. The condition of the Road in all its departments will compare favorably with any previous time. The history of the Road shows a regular increase of receipts from its beginning.

At first through travel was the great source of income; but as the country began to develop, the local travel and freights began to increase, and are now the largest source of income, and will continue to increase as the country becomes more densely populated and highly improved. The Road is now in a position to receive and carry more freight than ever before.

In the last annual report attention was called to the adaptation of the climate and soil to trucks, fruits and grapes. During the past season there has been carried more than 12,000 barrels of trucks and fruits. The success of those who have tried this new line of enterprise in this branch of business there shall be no want of facilities in transportation to market.

North Carolina grows a greater variety of native grapes than any other State in the country; having a warmer climate they are more delicate in flavor and richer in wine properties than those grown in other States. Points further South the vine is more liable to disease and the grapes to the rot.

Eight thousand pounds on unimproved land to the acre is a very moderate yield, while the soils improved in other places, less than a pound will yield sixteen to eighteen thousand pounds. Points further South the vine is more liable to disease and the grapes to the rot.

When the Tarboro' Branch was built, considerable apprehension was felt by some that the river would take freights from the Road; experience has shown that the Road takes from the river.

When the Williamston and Tarboro' Road is completed, it will give an increase of travel and freight, especially to grain and provisions from the rich Albemarle counties, to the markets of Wilmington.

The new Iron Bridge across the North East is completed and the one across the Cape Fear will be done about the end of the year, giving a connection of the same gauge of track of 12 miles to the Cape Fear River, from the Wilmington, Charlotte and Rutherford Road, and when completed will extend 279 miles into the rich valleys and mineral regions of the western counties. These Bridges will save the expense of two ferry boats, and will economize time and expense in the transfer with the Wilmington and Manchester Road.

They will give an increase of income beyond the interest on the cost of work, and being built of iron and stone will be permanent in their structure.

The freights to the south of Wilmington have been gradually increasing. Between Baltimore and points in South Carolina and Georgia they are daily growing in importance. If suitable connections could be made with the roads beyond Kingsville, the business from that direction would soon become one of the largest sources of income. It is hoped that at no distant day parties will find it to their interest to make these connections, and that points

not on the Wilmington and Manchester Road in South Carolina and portions of Central Georgia will be open to the competition of the Coast Inland Air Line.

A large part of the 1st, 2nd and 3rd class freights from Central Georgia and Alabama can be passed over this line, paying two cents per ton per mile to the Northern cities, which is more than the average paid to Northern Roads for their carrying trade. The advantages of lines free from short curves and high grades have never been appreciated.

The country wants a more rapid transit in exchange of products than is given by water communication. Already Northern roads, built at great expense, are in even handed competition with river transportation. The Southern roads are making constant inroads on the freights heretofore carried by the coasting vessels.

There are those of you who well recollect, in the early history of this road, the officers did not wish freight; took it more for accommodation than profit. When the old rail gave out, and the present rates of change in the profits in freighting began. To day there is not a dividend paying road in the South but what derives the principal part of its revenues from freights.

When the steel rail with other improvements become of general use the increase in the value of freight will be quite as great in proportion as when the flat rail gave way to the T rail.

There will yet be a continuous line from the Mississippi River to the Northern markets, of straight lines and easy grades, avoiding like the broad swamps, rivers and bays near the coast, and the high grades and heavy curves of the Piedmont country of the interior, the business of which will be measured only by its capacity for transportation.

If there was a continuous line of rail of the same gauge between New York and the Mississippi river along the plains parallel to the coast, at the present rates of freight and insurance, cotton would be paid highly remunerating prices. For freighting purposes the advantages of such a line have never been fully appreciated.

The road bed in good condition, shops supplied with machinery, road with necessary motive power, stock, debt, funded, income of an unfavorable year, not so sufficient to pay interest and sinking fund, new channels of trade nearly completed, others in the course of construction, with a country abounding in resources inviting a rapid development, the President and directors are not hesitating to say the Company will at an early day be in a condition to resume its old habit of making semi-annual dividends.

In conclusion they take pleasure in recognizing the efficient services of the various officers.
Respectfully submitted,
R. R. BRIDGES,
President.

STOCKHOLDERS' MEETING.

Report of Col. Fremont, Chief Engineer and Superintendent, to the President and Directors of the Wilmington and Weldon Railroad Company.

After giving an exhibit of the operations of the Road for the past year, Col. Fremont says:
ROADWAY AND WAREHOUSES.

The Roadway has been very much improved the past year by drainage and ballasting. We have also put in 1,500 tons of new rails and 81,394 new cross ties.

With these improvements we shall be in condition for a large Transportation business for the current year.

There will be required for the track for the next season two thousand tons more of re-rolled rails, and two thousand the year following, after which the expenditures for this object may be brought down to the ordinary annual depreciation.

The expenses for the year of the Road Department, have increased about \$12,000, in consequence of the employment of two gravel trains for ballasting the track and cutting new ditches.

The old Road was not ditched with a view of drainage, and though much has been done in the last ten years to remedy this omission by partial drainage, yet it has been found necessary to thoroughly drain and ballast every part of the track requiring it, as the cheapest and perhaps only method of insuring a good road bed.

These trains will be required for two or three years to come, to finish this work and fill up such trestles as may be replaced by masonry.
An expenditure of \$20,000 per annum should be made to complete the "Permanent Way," on account of masonry, ballasting and filling trestles.

When the road-bed and track in much better condition this year than it was last year.
The warehouses have been put in good order at Black Creek, Wilson, Joyner's and Tarboro'.
These buildings are now as secure as wooden buildings can be.
At all other stations the warehouses are in good condition.

Grice of the Union Car works at Portsmouth.

I desire to say here that these are, I think, the best and most substantial freight cars I have ever seen on any road. They are thirty feet long and will carry thirty to thirty-five bales of cotton—have very strong iron trucks with Union Springs (steel and wood).

They are giving us great satisfaction, and I can recommend these works, respectively, to the confidence of Railroad managers.

The "Orange" is now completely rebuilt, and the "Goldboro", for the Branch Road, under way. We hope to complete two more of the war-worn Engines during the year.

Our motive power and rolling stock are sufficient for our probable want this year. We have 175 box cars and sixty (60) flat cars, and propose to build twenty-five new flats, and twenty-five box cars during the ensuing year, with probably two passenger cars.

One of special construction will be required for strawberries and other delicate fruits and for all vegetables special arrangements must be made for ventilation. This subject will, however, require a special report at a future day.

TRANSPORTATION.
The great decrease in travel, local as well as through, is only one more indication of the great poverty of our people. We have had our full share of the through business, and no doubt the local travel has been as good as that on other Railroads in the State, and generally in the South.

When causes for this falling off in passenger receipts shall be removed, prosperity will again return, and we shall receive our full share of income from this source.

On the freight or tonnage receipts we can not congratulate the owners of the property on the real value of their investment as indicated by it. An increase in receipts of \$1,260.57 in one year from freight transportation—and that a year of great depression throughout our country—is a most encouraging feature; especially so, as it is from a new source, and of a kind that must greatly increase as the country rises from its present poverty. In fact, the increased receipts from through freights are greater than the net increase—as our local business has not maintained itself.

NORTH CAROLINA RAILROAD FREIGHTS.
The item of through freight that passed over a part of this road for the North Carolina road, during the fiscal year, was \$43,250.29. This sum could have been considerably larger, for the new arrangement that was made by the new management of that Road, in July last, by which a portion of their line was only partially worked.

The anomalous position taken by the management of that Company cannot long continue to exist before an enlightened public, and we may therefore earnestly hope that an early day will bring a change mutually beneficial to both companies.—When this shall have been accomplished, we may confidently calculate our receipts at \$50,000 to \$75,000 per annum, from this source alone.

THROUGH FREIGHT SOUTH.
Our through freight receipts to this place, and points south and west, were \$26,043.02 (North 10,728.92, South 9,285.02) and they have steadily increased, so that when the connecting lines are fully perfected and in harmonious operation with quick dispatch, become a source of large income to the Company.

But for the want of harmonious co-operation on the part of the management of the South Carolina R. Co., and consequent imperfect connection with Columbia, S. C., and Augusta, Ga., we could reach those cities and places beyond, as far west as the Alabama River, our receipts this year would have been very considerably larger than they are now.

Gen. Mahone is now illustrating what consolidation and harmonious co-operation can do for cheap and rapid transportation.

His line is delivering merchandise, and taking cotton between New York and Atlanta, and points west, over the Blue Ridge via Virginia and Tennessee Railroad, a distance greater by sixty miles than by our line to the same point, while our line can haul two cars, while over his route it can haul but one.

With all these natural advantages, why should we lay supinely on our backs and allow energy and determined perseverance to carry off the increased benefits that belong to us, but the beginning—why not consolidate and harmonize our Atlantic lines, or the working of them, as to accomplish much greater results? We have much greater facilities, as well as many natural advantages, in our favor.

Why not so consolidate and harmonize our Atlantic lines, or the working of them, as to accomplish much greater results? We have much greater facilities, as well as many natural advantages, in our favor.

NEW TRAFFIC—FRUIT AND VEGETABLES.
The work of inaugurating this new business was commenced in April last, by means of our regular day passenger train, and by that train alone it has been carried successfully through to the first of October. It was not supposed there could be much doing the first year, beyond making a beginning.

We have, however, transported more than (12,000) thousand barrels (in bulk) of vegetables and fruit to market, that have brought back to the State not less than one hundred thousand dollars.

more than the entire capital stock of the Company.

This estimate for the future may seem visionary to persons who have not given the subject much thought, but for my point of view, and the information I have gathered on the subject, it seems not only possible, but exceedingly probable.

Look for a moment at the soil all along our line to Weldon, and observe its grapes, Peaches and early Vegetables; then turn to the Wilmington and Manchester, and to Wilmington and Charlotte Railways where similar lands are found in great abundance, and at present very cheap—consider our climate—inducing early fruit and vegetable productions, and then the great facilities we have over all these Railway lines for rapid transportation to the great markets of the North, and our wonder will be converted into belief.

Nearly all this transportation comes in our heretofore, dull season, from the middle of April to the first of October.—Then to this new traffic add the largely increased transportation of merchandise and plantation products. To this again add the local and through travel that must be largely increased by the prosperity of the people, and by the increase of population that this new culture will of necessity bring with it.

The foregoing are a few of the reasons for the faith that is in me.

OUR CONNECTIONS.
Our connections with Railways North and South of us are of the most friendly character, and if we except the North Carolina Railroad, we are working with all our neighbors to our mutual advantage and profit.

It has been often pressed upon this Company the importance of having a connection with the Chesapeake Bay by an independent line, while the friendly relations that now exist with the Seaboard and Roanoke Railway Company renders such a line unnecessary at this time. Yet as that Road may pass into unfriendly hands, and as this would run through a very productive country that would insure to it a profitable line, it has claims upon your attention.

From about Whitaker's or the end of the branch to Scotland Neck, through Murfreesboro', to Suffolk, seems to be the best route, and not more than seventy miles in length.

Such a road as a branch to this could be constructed under our amended charter, with stock held separate from that of the main road.

If it is thought best a preliminary survey be made at a sum of \$10,000. It is to be hoped that the Charleston and Savannah railroad will be completed before your next annual meeting, giving us a direct connection with Savannah and the Gulf.

This road would be greatly benefited by a direct railway connection with Columbia, S. C., and Augusta, Ga.

It will open a very large and productive country to our lines.

Should the Railway Bridge Company complete their works at an early day, as we hope they will, we shall be in condition to run cars through with that Company, to the mutual profit of both.

SURFACE RAILROADS.
A few local branches, sometimes known as "Surface Railroads," might be built under the amended charter, as independent branches, but to be worked by the Company.

Such a road would, it is believed, pay if built from Magnolia to Kenansville, or beyond, into Onslow county.

One in the direction of Snow Hill from Wilson or near Mount Airy, and another from Wilson or near Mount Airy to the coast.

If the Farmers interested desire to raise the requisite funds as separate and independent, I do not see why the Company should not contract with them to operate such branches, and if deemed advisable, in each case, to aid in the construction.

The matter is submitted for your consideration.

CONCLUSION.
Our trains have run with much regularity and with few accidents, considering the mileage made.

Dr. W. L. Love, the Senator from this District.

PLATO DURHAM's majority in his District is estimated at upwards of 600 votes. This is, indeed, well done.

EN PASANT.—A company of heavy Artillery, well, passed here yesterday morning en route for Old Point—a portion of the battalion which recently was sent into this State and South Carolina to keep the people quiet during the election.

Weldon News.
COMPLIMENT TO A COLORED REGISTRAR.—Although there were such enormous frauds in some parts of State on the part of the Radicals, we have but little cause of complaint in Cumberland this time. In this connection we would say that Matthew N. Leary, Jr., (colored) the Registrar for Fayetteville precinct, so far as we now know performed his duty intelligently, faithfully and impartially. We presume he acts with the Radical party though we have never heard of his being an ultra partisan. He was always free and was trained up to honest industry. His conduct as understood, deserves credit, and shows as we always believed, that the better class of colored people and the better class of white people naturally harmonize and have similar interests and feelings.—Fayetteville Eagle.

HIGHWAYMEN.—Mr. John McKethan, who lives some 8 miles west of Fayetteville, was going home with a wagon load of staves on last Friday night. A voice called to him to halt, and he saw one or more men in the dark near the road. He arose from his seat on the wagon to see who it was, and just as he was about to call out "Who are you?" He heard some one say, "That's him now," and at the same time a gun fired, the shot entering the seat which Mr. McKethan had just left.—McKethan then saw three persons—two of whom were negroes and one white man or bright man, and fired his pistol at them.—They immediately ran and one seemed to be badly wounded. A large quantity of blood was found at the place afterwards. Mr. McKethan is a good citizen and it is hoped these highwaymen will soon be found and brought to justice. The only way to manage these vagabonds and thieves is to shoot them down the moment they attempt any violence to your person or property.—Fayetteville Eagle.

WHITE REPUBLICANS.—It was amusing to see the colored Judges when they saw the ticket of a certain Republican in town who could not swallow Galloway, and who tried to cram the white people with the belief that he voted the Democratic ticket, substituting Dockery for McKoy. But as this gentleman voted by certificate he was exempted from this time, obviating many of the charges of Galloway, and when the colored Judges saw it they remarked that "the white Republicans were not worth a damn any way."—Fayetteville Eagle.

STILL FLYING.—The "Flag of the Union," we see, is still kept flying from the Democratic pole on Fayetteville street. This is right. Keep up the organization and keep the flag a-flying. A better day will come, some of these times.—Ral. Sentinel.

GASTON SUPERIOR COURT was held last week. The State Docket occupied most of the time, but we believe there was no case tried of much importance.

John Owens, who was heretofore convicted of the murder of Benj. Withers in Lincoln county, (and who had appealed to the Supreme Court for a new trial, which was refused,) was sentenced to be hanged on Friday, the 11th of December.—Charlotte Democrat.

WELL DONE CASWELL.—We are reliably informed that but one white man in the county of Caswell, in the late election, voted the Radical ticket. That one was Stevens the chicken man, who was himself a candidate for, and elected to, the State Senate. Can any county in the State equal this?—Ral. Sentinel.

It is said that old Ingram attributes the result in Anson to an invasion of four or five millions of Ku Kluxes, and that Downing is sure that Union would not have gone for the Democrats, if he hadn't been asleep.—Ral. Sentinel.

DISCHARGES IN BANKRUPTCY.—Below we give a list of the names of Bankrupts who obtained their final discharge at the late term of the United States District Court, held for the District of Pamlico, at the Court House, in this city, on the 26th ultimo, His Honor, Judge Brooks presiding.

WAYNE COUNTY.—Edmund H. Henderson, Calvin Perry, Lewis Miller, Leopold Baer, J. M. Ralston, O. R. Colgrove of Jones, Moses Prag, Jonathan Whaley, Edward Cobb, Stephen G. Barrington, Richard G. Cobb, William M. Watson, Alex. C. Latham, Sidney Tuttle.

LEXINGTON COUNTY.—Joshua Rouse, Josiah Wooten, R. L. Wooten.

JONES COUNTY.—Eli H. E. F. Perry, Joseph B. Banks, Furnford Mercer.

EDGECOMBE COUNTY.—Chas. H. Bennett, Geo. A. Pittman, Wm. T. Ellenix, Wm. A. Jones, Henry King, J. J. Hale, Hugh B. Bryant, John L. Bridges, Bennett B. Lawrence, E. D. McNair, Colin McNair, James W. Knight, B. B. Barron, Joseph Willford, Wm. C. Trevathan, Irwin Taiguen, Wm. H. Powell, Elijah Willford, John Best, Ralph E. Macnair, Wm. J. Edwards, Richard H. Gorham.

WAYNE COUNTY.—William K. Lane Sen, Council Best, Sen, Samuel R. Street, Calvin G. Perkins, Nicholas W. Best, David B. Everett.

PITT COUNTY.—William H. May, James McGowan, Levi Dawson, James H. Forbes, Joseph Ringgold, F. H. Jarman, William L. Cherry, Gray Cobb, George Joyner.

LEXINGTON COUNTY.—Jesse G. Griffin, David H. Farrow, H. B. Blount, John G. Blount, George H. Brinn, O. W. Telfair.

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EDGECOMBE COUNTY.—Chas. H. Bennett, Geo. A. Pittman, Wm. T. Ellenix, Wm. A. Jones, Henry King, J. J. Hale, Hugh B. Bryant, John L. Bridges, Bennett B. Lawrence, E. D. McNair, Colin McNair, James W. Knight, B. B. Barron, Joseph Willford, Wm. C. Trevathan, Irwin Taiguen, Wm. H. Powell, Elijah Willford, John Best, Ralph E. Macnair, Wm. J. Edwards, Richard H. Gorham.

WAYNE COUNTY.—William K. Lane Sen, Council Best, Sen, Samuel R. Street, Calvin G. Perkins, Nicholas W. Best, David B. Everett.

PITT COUNTY.—William H. May, James McGowan, Levi Dawson, James H. Forbes, Joseph Ringgold, F. H. Jarman, William L. Cherry, Gray Cobb, George Joyner.

LEXINGTON COUNTY.—Jesse G. Griffin, David H. Farrow, H. B. Blount, John G. Blount, George H. Brinn, O. W. Telfair.